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AUTHORITY

AGO D/A ltr, 29 Apr 1980

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AD 839463



DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (6 Aug 68) FOR OT RD 682096

15 August 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 519th
Transportation Battalion, Period Ending 30 April 1968

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT RD, Operational Reports Branch, within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure that the Army realizes current benefits from lessons learned during recent operations.

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BY ORDER OF THE SECRETARY OF THE ARMY:

1 Incl
as

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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SEP 17 1968
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 519TH TRANSPORTATION BATTALION (TRUCK)
APO 96233

THLC-GSC

30 April 1968

SUBJECT: Operational Report for the Quarterly Period Ending 30 April 1968 from Headquarters, 519th Transportation Battalion (Truck), RCS-CSFOR-65 UIC-WFSQTO

THRU: Commanding Officer
9th Logistical Command
APO 96233

Commanding General
USARSUPTHAI
APO 96233

CINCUSARPAC
ATTN: GPOP-DT
APO 96558

TO: ACSFOR
Department of the Army
Washington, D. C. 20310

SECTION I

SIGNIFICANT ORGANIZATION AND UNIT ACTIVITIES:

1. The missions and organization of the 519th Transportation Battalion (Truck) have remained unchanged for the reporting period. The Battalion retains the responsibility for all military truck transportation in Thailand. During the period 31 January 1968 through 30 April 1968 the vehicles of 519th Transportation Battalion were driven 2,209,142 miles and carried 94,542 tons of cargo, an increase of 38% and 20% respectively over the previous quarter. A major portion of this increase can be attributed to supplies and equipment delivered to the Royal Thai Army Volunteer Force and the US Air Force during the reporting period. In addition to its normal line and local hauls, the 519th Transportation Battalion had two major missions during the quarter: continued support of the Royal Thai

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682096

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Army Volunteer Force and Muscle Shoals convoys. A listing of percent of increase in the standard workload indicators follows:

	<u>PREVIOUS QUARTER</u>	<u>REPORTING PERIOD</u>	<u>PERCENT OF INCREASE</u>
Initial Tons	78,818	94,542	20%
Ton Miles	3,931,846	7,524,399	91%
Miles Driven	1,599,060	2,209,142	38%

In addition to the above, 226 driveaways, 1,670,500 gallons of POL, 1,580,000 gallons of water, and 40,687 cubic feet of earth were transported during the reporting period.

2. Royal Thai Army Volunteer Force:

a. During the reporting period, the 519th Transportation Battalion devoted extensive resources in support of the Royal Thai Army Volunteer Force, particularly the training center at Kanchanaburi. This support was in three categories: Support of the 809th Engineer Battalion (Const) constructing facilities at Kanchanaburi; delivery of vehicles and supplies to the RTAVF; and support of a thirty man mobile-training team from Okinawa which instructed 419 RTAVF drivers between 15 January and 15 April.

b. In order to adequately support the 809th Engineer Battalion it was necessary to move one platoon of the 291st Transportation Company from its base in Korat to the 809th's base Camp at Phanom Sarakham. This platoon supported the 809th operations for 4 weeks. During this time they hauled 908 tons of cargo the 170 miles between Phanom Sarakham and Kanchanaburi. This platoon dispatched an average of 12 Trucks per day from Phanom Sarakham to Kanchanaburi.

c. The 313th Transportation Company (Mdm Trk-Reefer) was tasked with providing fresh food to the US Forces stationed at Kanchanaburi. The Company delivered 930 tons of chill and freeze cargo and 8,000-9,000 pounds of ice twice a week to the units in Kanchanaburi.

d. The 519th Transportation Battalion also provided transportation support to the RTAVF in the form of supply deliveries and drive-aways. The 519th delivered in excess of 50 tons of cargo to the nine various RTAVF training sites in Thailand. In addition, the 519th delivered 226 vehicles to the RTAVF.

e. A driver training program was initiated by the 519th Transportation Battalion and then turned over to the Okinawa training team. The MIT trained drivers in LopBuri, Ayuttaya, Bangkok, TaMuang, RatBuri and PranBuri. During the reporting period the training team instructed 419 Thai Officers, NCO's and enlisted men in the operation of US military

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light vehicles, 5 ton tractors with 12 ton trailers; operator's maintenance, convoy driving, and black-out driving techniques. This mobile training team has done an outstanding job of training. Their excellent instruction and military bearing has been a credit to the US Army in all of their dealings with the RTAVF.

3. Muscle Shoals:

a. During the reporting period, the 519th Transportation Battalion conducted four Muscle Shoals convoys. The convoys moved more smoothly and efficiently than the previous convoys for the following reasons:

(1) An alternate route was used between Sattahip and Korat. This route, though 90 miles longer, causes less damage to trucks and cargo because it is almost completely paved.

(2) Personnel involved in these convoys have been on previous convoys and have acquired a clear understanding of what is expected of them during convoy operations.

(3) Military Police and Thai Highway Police escorts continue to perform effectively in the conduct of Muscle Shoals convoys.

SECTION 2

LESSONS LEARNED: Commander's Observations, Evaluations and Recommendations.

a. Personnel: None

b. Operations:

(1) AN/GRC 106 Radio.

(a) OBSERVATION: Long range radios have proven to be an invaluable aid to convoy control.

(b) EVALUATION: The Radio Set AN/GRC 106 has proved itself to be invaluable in command and control of line haul truck operations, particularly for units which operate over supply routes and lines of communications in excess of 100 miles.

(c) RECOMMENDATION: That AN/GRC 106 radios be included in the tables of organization and equipment of truck battalion headquarters and headquarters detachments and truck companies.

(2) Table of Organization and Equipment for medium truck companies.

(a) OBSERVATION: Medium Truck Company TOE's contain no flexible factors to estimate company capability.

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(b) EVALUATION: TOE's for medium truck companies state capabilities to move line haul cargo based on the design weight capacity of 12-ton stake and platform trailers; 45 tractors available traveling one hundred miles, making two round trips per day at 25 miles in the hour. Basis of allocation for line haul medium truck companies is one company per each 1,080 short tons of general cargo to be moved. No consideration is given to the density of the cargo, the number of trailers available for the operation and road conditions. Experience indicates that the cube capacity of a loaded trailer is reached before its weight capacity for most cargo. In addition traffic and rough surfaces on Thailand's roads preclude the safe delivery of cargo by vehicles traveling at 25 miles in the hour. Further, if only sixty trailers are available to a unit to carry 1,080 short tons a day, receivers and shippers would be required to load and off-load cargo within one hour which is not considered feasible.

(c) RECOMMENDATION: That truck company capabilities and basis of allocations as stated in TOE's, be refined to provide flexible factors related to the average density of cargo hauled, the number of semi-trailers assigned or authorized, the type of roads traveled, and existent traffic conditions experienced in the various geographical areas of the world.

c. Training:

(1) Training of operators of M52A2 tractors:

(a) OBSERVATION: Individuals awarded the MOSC 64B20 should be extensively trained for this MOSC in Advanced Individual Training.

(b) EVALUATION: Operational experience with the M52A2 multifuel 5 ton tractors indicates a requirement to replace engines on the average of approximately 20,000 miles. Technicians indicate, that when properly operated, engines should have a line time expectancy of 50,000 miles. Short line time is attributed to complexity of the engine and the need for constant training to develop proper driver's operating techniques and preventive maintenance practices. A contributing factor in this problem is the fact that the majority of drivers newly assigned to this command have not had the experience necessary to properly operate and maintain the M52A2 tractor. Incoming drivers usually arrive at this headquarters with a primary MOSC of 64A10 (light vehicle driver) indicated on their DA Form 20 and are not awarded MOSC 64B20 (heavy vehicle driver) until extensive training and OJT has been accomplished within the gaining unit. An extensive training program has been

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TELC-GSC

SUBJECT: Operational Report for the Quarterly Period Ending 30 April 1968 from Headquarters, 519th Transportation Battalion (Truck), RCS-CSFOR-65 UIC-WFSQTO

initiated this quarter with the assistance of Army Tank and Automotive Command representatives. The objective of this program is to retrain all driver personnel on the operation and preventive maintenance of multifuel engines. US Army instructional material has been translated into Thai language to facilitate the training of local nationals.

(c) RECOMMENDATION: That drivers be adequately trained in driving and maintaining heavy vehicles before assignment to this command. The magnitude of the responsibilities and missions assigned this command deny adequate time and personnel to be used for training of unqualified drivers. In addition, it is recommended that personnel responsible for the assignment of drivers to this command be more selective and ensure that MOSC 64B20 is properly annotated on an individual's Da Form 20 prior to his assignment to this command.

d. Intelligence: None

e. Logistics:

(1) Replacement Refrigerator Vans:

(a) OBSERVATION: The 519th Transportation Battalion is experiencing difficulty replacing damaged refrigerator vans.

(b) EVALUATION: The 519th Transportation Battalion operates the only refrigerated truck service in Thailand. Chilled and frozen food deliveries are made to all Air Force and major Army installations in country. In addition, a requirement exists to off-load refrigerated ships and barges for delivery to bulk cold storage facilities. The present shortage of ten (10) M 349 reefer vans, compounded by the frailty of reefer units operating over unimproved roads, is a definite detriment to mission accomplishment. At the request of the 9th Logistical Command, the 2nd Logistical Command has requested advice of status of delivery and supply action for outstanding requisitions from the US Army Material Equipment Command. Information received through liaison channels indicates reefer vans are limited. Therefore, supply action cannot be expected in the near future.

(c) RECOMMENDATION: That efforts be continued to acquire sufficient reefer vans for authorized requisitions in order that the distribution of chill and freeze Class I cargo to military forces in Thailand can be adequately accomplished.

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f. Organization: None

g. Other:

(1) Road Damage to Vehicles:

(a) OBSERVATION: Road vibration is damaging vehicles.

(b) EVALUATION: Investigation of organizational maintenance efforts disclose that an inordinate amount of repair work is done to repair cracks and damages sustained by task vehicles caused by the rough, unpaved roads of the 519th Transportation Battalion's line of communication. The following are examples of the type of damage incurred:

1. The right fender of the M52A2 truck tractor bends and breaks because of the weight of the airfilter mounted on it.

2. Radiator shrouds and mountings crack and break due to extensive vibrations.

3. The horizontal beams of the M52A2's fifth wheel crack as a result of the jarring received along the rough roads,

4. The modification warning horn on the Thermo-King Refrigeration unit of the M 349 reefer van becomes disconnected from the unit.

5. Wiring systems and engine units cannot withstand extreme road vibrations as indicated by the regular requirement to replace and rewire these units.

(c) CORRECTIVE ACTION TAKEN:

1. A program of modifying the right fenders of the M52A2's has been initiated by fabricating supports from steel rods and welding them to the underside of the fender. Thus far, this has alleviated the problem of cracked fenders.

2. In order to prevent vibration damage to the radiator and radiator cowl, radiator assemblies have been modified. This is done by installing two spring mountings, FSN 5340-752-1979, inside the radiator cowl.

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1968 from Headquarters, 519th Transportation Battalion (Truck),
RCS-CSFOR-65 UIC-WFSQTO

3. Wedge plates on the fifth wheel have been removed
to allow for greater free play of the trailer plate.

(d) RECOMMENDATION: That these weaknesses be investigated
and modifications developed to remedy these problems.

3 Incl

1. Organization Chart
2. Officers Roster
3. 4th Quarter Master Training Program

Jack J. Schwartz
JACK J. SCHWARTZ
LTC TC
Commanding

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THLC-DO (30 April 1968)

1st Ind

SUBJECT: Operational Report Lessons Learned for the Quarterly Period Ending
30 April 1968 from Headquarters, 519th Transportation Battalion
RCS CSFOR-65 (R1) UIC WFSQTO

HQ, 9th Logistical Command, APO 96233 30 April 1968

TO: ACSFOR, Department of the Army, Washington, D.C. 20310

1. Reference section 2, paragraph 9 (1) (c), Equipment Improvement Reports (EIR) have been submitted on deficiencies listed in paragraph 9 (1) (b) with the exception of the radiator and radiator cooling modifications which are being prepared for submission.
2. The command dead line rate on wheeled vehicles has exceeded the NOR rate established by CINCPAC for this past quarter, due to the high failure rate of multifuel engines. Receipt of closed loop assets were not adequate until the latter part of March. Command emphasis on operation and maintenance of multifuel vehicles and improved closed loop support is expected to improve the dead line rate next quarter.
3. Reference section 2 (c) (1), this command is currently concluding a survey to determine the life expectancy of the M52A2 multifuel 5 ton tractor. Indications are that the line time of the M52A2 multifuel 5 ton tractor is less than 20,000 miles.



FRANK P. BARE
COL, CE
Commanding

THRU-OF (30 Apr 68) 2nd Ind

SUBJECT: Operational Report Lessons Learned for the Quarterly Period
Ending 30 April 1968 from Headquarters, 519th Transportation
Battalion RCS CSFOR-65 (RI) UIC: WFSQTO

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DA, HEADQUARTERS, UNITED STATES ARMY SUPPORT, THAILAND, APO 96233 4 JUN 1968

THRU: Commander in Chief, United States Army Pacific, ATTN: GPOP-DT
APO 96558

TO: ACEFOR, Department of the Army, Washington, D.C. 20310

This headquarters concurs with the actions taken by the commanding
officer of the 9th Logistical Command.

FOR THE COMMANDER:



ALAN L. MITCHELL
CPT, AGC
Asst Adjutant General

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GPOP-DT (30 Apr 68) 3d Ind
SUBJECT: Operational Report of HQ, 519th Trans Bn for Period Ending
30 April 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 20 JUL 1968

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



C.L. SHORTT
CPT, AGC
Asst AG

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